

A SEASIDE LANDMARK GOING

MANHATTAN BEACH HOTEL SOON TO BE TORN DOWN.

(Cottages and Streets Are to Occupy the Site—Memories of the Racecourse and Good Band and Orchestra Music—How the Hotel Came to Be Built.)

Guests at the Manhattan Beach Hotel found on the office bulletin board on September 11 a notice which read, "This hotel will be closed after breakfast Tuesday morning, September 5." It was the regular season end formula. Even persons who had summered at the hotel for fifteen or twenty years did not suspect that the man who posted the warning might have been added trustfully "and will never open again" for it was not announced until yesterday that the famous old building, on whose verandas as many as 10,000 diners used to gather in a single day, is to be torn down at once.

The site of the hotel with the lawn that surrounded it on three sides is to be cut into building lots for cottages and bungalows and sold to individuals. The sea wall that is being built 125 feet beyond the present water line will be completed and the filled in land will be turned into streets and lots and a water-side esplanade. So the directors of the Manhattan Beach Estates have decided.

Demolition will begin as soon as contracts are let. Meanwhile engineers will begin to lay streets, sidewalks, sewers and water and gas mains through the lawn in preparation for cottage building. How long it will take to tear down the hotel, which covers three acres, the engineers do not know, but they think every timber will have been removed when snow flies. They say the job will be a slow one because when the late Austin Corbin built the hotel in 1877 he used only the finest of long lumber. It is proposed to sell the hotel outright as lumber and wreckers therefore will be careful not to damage the timbers and boards.

The law that stopped betting at the racecourse is held partly responsible for the razing of the hotel. When the horses were running at Brighton Beach, Sheephead Bay and Gravesend the gray old caravansary by the ocean was the headquarters of owners and big bettors. On the eve of the night of a great race like the Brooklyn Handicap the verandas and walks of Manhattan Beach were crowded with big and little fry, and throughout the racing season the hotel had many permanent guests who wished to live near enough to the stables to supervise morning workouts and watch time trials.

At one time the Coney Island Jockey Club had regatta quarters there and August Belmont had a special suite. In a way none of the present Austin Corbin is responsible for the building of the hotel. When he was a little chap he was very sick and his father, Austin Corbin, Sr., was told to take him to the seashore. A stay at Coney Island rapidly restored the boy's health, and right there the father decided that a big hotel for others who needed an ocean tonic would be a canny investment. The east end of the present structure was built first. From Philadelphia Mr. Corbin brought the miniature railroad that had been one of the sights of the Centennial Exposition the year before and set it up at the beach as the Marine Road.

Hotel men were shocked by Mr. Corbin's enterprise. They called it folly to stick a big hotel away from the coast where nobody could get to it. When it was a way none of them would agree to it. But eventually Mr. Corbin got Col. Knicker and Mr. Burnap, a dry goods man, to form a partnership, and Henry F. McKinney, a steamboat captain, quit his job on the Mississippi River to become manager. Guests packed the hotel from the start. Right away the building was extended until it was 600 feet long and a four-story wing was added. There were now 103,000 square feet of floor space and three-fifths of a mile of corridors, in addition to the 30 foot verandas. There were 250 rooms outside of parlors and public dining rooms and quarters for from 300 to 500 employees. Dining at the hotel became so popular that sometimes a rich chap paid as much as \$20 for a seat.

Those who went to Manhattan Beach years ago remember particularly the hotel's music. At one time or another there were daily concerts by such bands as Capri's, Gilmore's, Sousa's and Victor Herbert's. At first the musicians were stationed in a shell band stand in the open, which later gave way to an enclosure with a canvas roof. One night a storm that came zipping out of the sea whipped the men in an overture. The frightened audience hopped up as one man and seemed ready for a first class panic. Gilmore gave a signal and the band shifted in an instant into the popular air, "Oh, Dear, What Can the Matter Be?" The crowd grinned and the score was over.

In those days Gilmore got lots of fun out of interpolating noisy songs in some of his pieces. "The Anvil Chorus," for instance, he used to punctuate with the firing of guns. One summer there came to Brighton Beach with an orchestra Anton Seidl, conductor of German operas at the Metropolitan Opera House. "Pat," said a friend of both the band leader and the orchestra conductor to Gilmore, "how about this? How do you suppose Seidl can do anything with his orchestra over at Brighton while you are making so much noise at Manhattan?" "Don't be afraid," was Gilmore's reply. "I have entirely too much respect for Seidl's music ever to do anything to disturb it. There will be no shooting in my band while the orchestra is playing except on my annual jubilee day. That day I reserve to make as noisy as I please." Gilmore kept his word, both as to his regular concerts and his jubilee day.

When E. R. Reynolds became general manager of the hotel the place where the bands had played was turned into a theatre devoted to light opera. New York winter successes moved for the summer to Manhattan Beach. Some of them were "Robin Hood," "Evangelina," "The Serenade," "Wanda," "Florodora," "The Sleeping Beauty" and "The Silver Slipper." Among the singers and comedians who performed were De Wolf Hopper, Jefferson De Angelis, Frank Daniels, Weber and Fields, Primrose and Docketader, the Bostonians, Eugene

DIXIE LEAPS ASHORE IN RACE

INJURES TWO BOYS MORTALLY, ALSO A WOMAN AT BUFFALO.

Steering Gear Goes Wrong While Going Around Turn at 40 Mile Gait—Boat Drives Herself Completely Out of Water. Injuring Three Spectators.

BUFFALO, Sept. 16.—The Dixie IV, champion motor boat of the world, while racing this afternoon off Riverside Park suddenly got beyond control of her helmsman, Frederick K. Burnham. She was making a turn of the course when she rushed full speed toward the riprap between the canal and the river. She struck the bank almost like an automobile and before the crowd there could scatter the boat had knocked down a woman and two boys. The boys were injured so seriously that the surgeons say they cannot live.

The Dixie IV is owned by H. H. Melville, August Heckscher and F. K. Burnham and recently won the British international trophy at Huntington, L. I. She was brought here early this week to take part in the races of the Buffalo Motor Boat Club and won a race yesterday. To-day with four others she started to race for the E. R. Thomas cup, worth \$2,500. The course was thirty-five miles and the boats had to go seven times around a five mile triangle. The Dixie had gone ten miles and was speeding at the rate of nearly forty miles an hour. Her big 550 horsepower motors were driving the propellers at 800 revolutions a minute. F. K. Burnham, perched upon his high seat, had the steering wheel, and four men were tending the motors. As the Dixie plane she lifts two-thirds of her length out of the water. Hydroplanes are built to skim the water in this way.

From the start the crack race, which has cost about \$50,000 to build and run, took the lead and when ten miles of the course had been covered she was a mile ahead of her nearest competitor. The races had attracted crowds each day, and this being practically a half holiday there were thousands on the river bank watching the sport. At the riprap the crowd was large because it was a place where the turns could be watched and where the whole course could be seen.

As the Dixie approached the turn Mr. Burnham was seen to turn the wheel to set the boat on its next course. Then the long, lean craft was seen to swerve and the next instant the boat was rushing toward the shore. Burnham shouted to his engineers to shut off the power, but the roar of the motors was so great that his shouts could not be heard. Charles Knauber, the chief engineer, seeing what had happened, started to stop the motors, but it was too late. The boat tore on toward the rocks on which the spectators were watching the sport. They were panic-stricken at once and tried frantically to get out of the way of the racer.

The Dixie ploughed on, struck the ground, lifted her stem higher and tore on over the land until she was entirely out of the water. Mrs. Elmer Bell of 125 Parkside avenue was first hit in the face by the sharp stem. The force of the blow knocked her out of the way, but her son Harold, 13 years old, was hurled with such force to the rocks that his pelvis and skull were fractured. The physicians say he cannot live. John Daniels, Jr., 14 years old, son of Dr. John Daniels of 559 West Ferry street, was almost out of harm's way by the time the Dixie had reached him. The boat had almost stopped, but it toppled over on its side and pinned the boy under the hull. Men who were near lifted the hull and then carefully carried the boy away. At the General Hospital later one of his legs was amputated at the knee and the surgeons have slight hopes of his recovery.

Just before the Dixie struck the shore Paul Gander and John Daniels, two of her engineers, jumped into the river. Burnham and Knauber strook to the boat. Burnham said that he and Knauber were thrown from the boat before she struck. He said he remembers swimming ashore. Mr. Burnham said to-night that he was sure nothing had gone wrong with the steering machinery, but he was positive that the propeller or the rudder had hit some obstruction, probably a submerged log. Instantly, he said, all was confusion. There was a wall of water ahead of him. He could not see the shore and had no control over the craft.

"I don't care anything for the \$50,000 that has gone into the Dixie IV," which is now so much junk," he said, "but the injuries to those two boys is terrible and nothing could be done about it."

The Dixie IV is entirely out of the water. Her hull is broken full of jagged holes, but it is probable that her motors are not much injured. The yacht was built this year from designs by Clinton H. Crane to race against the English boats for the international trophy and she was successful, making better than forty-five statute miles an hour. She is a hydroplane 39 feet 6 inches long and fitted with two Crane motors of 275 horse-power each which drive twin screws.

TO SAVE A TRAMP'S LIFE.

Rock Island Upsets Its Schedule to Rush a Man to a Hospital.

DENVER, Col., Sept. 16.—In an effort to save the life of Felix Devlin, a tramp, 22 years old, who fell into a vat of boiling water in the roundhouse of the Chicago, Rock Island and Pacific Railroad at Limon, eighty miles east of here, the railroad company last night rearranged its schedule, laid off important trains and rushed the boy here on a special train.

Devlin had been put off a train because he had no ticket. He fell into the vat while seeking a place to sleep. Although Devlin was living when taken to a hospital here, it is declared that death is a question of a few hours.

MISS GOULD ENTERTAINS 400 GIRLS.

TARRYTOWN, Sept. 16.—Miss Helen M. Gould entertained 400 girls of her sewing school to-day at Lynhurst. First there was a butterfly hunt, paper butterflies being hid in the trees. Prizes were awarded to winners. Then "Alice in Wonderland" was presented by a class of girls from Nyack. Afterward wands were given to the children and all marched to the refreshment tent. Miss Gould also had as her guests Mrs. Edwin Gould and the Rev. and Mrs. Daniel P. Russell.

LIEUT. R. C. SMITH TO RESIGN.

Will Quit the Navy as He Promoted His Brother Officers He Would.

SAN FRANCISCO, Sept. 16.—Lieut. Roy C. Smith, who was ordered home from China under a cloud, arrived on the Shinyo Maru to-day and reported aboard the Pensacola off Sausalito. Lieut. Smith, who has been stationed in the Orient and was in command of the gunboat Villalobos on the Yangtze River, was notified in the early part of July by several brother officers that if he did not resign charges would be preferred against him and that he would be court-martialed.

Smith refused to resign and charges were prepared and sent to headquarters at Manila. After reconsidering the charges he announced his intention to resign. He was notified that he was to be court-martialed and to keep silent concerning the charges that were brought against him he agreed to resign.

A naval launch boarded the Shinyo Maru early this morning and later it was announced that Smith would quit the service as he promised. He said: "I do not wish to be disrespectful, but I think that Rear Admiral Murdock of Manila was somewhat prejudiced and would not take my word as a gentleman. Neither would my brother officers. I am going to quit the navy and go into something else."

Smith admitted that if he had not carried out his promise to resign from the service he would have been placed under arrest and sent back to the Orient to face a trial by court-martial. He denied his guilt vigorously.

WASHINGTON, Sept. 16.—In view of the announced intention of Lieut. Smith to quit the navy it is expected that his resignation will be accepted. Although the charges against him are of a serious character the officers of the Navy Department wished to deal with him fairly and grant him a trial by court-martial if he wished.

When Rear Admiral E. K. Moore, commander of the training station at Yerba Buena, Cal., conferred with Lieut. Smith on the arrival of the Shinyo Maru to-day, the Admiral, in accordance with instructions from the Navy Department, informed him that he could withdraw his resignation if he wished to do so, with the understanding that he return to his former station and face a trial by court-martial.

The officers of the Navy Department feel somewhat relieved over Lieut. Smith's decision in the case, as his resignation will obviate the necessity of holding a court-martial and airing a navy scandal. Lieut. Smith is a native of Michigan. He was graduated from the United States Naval Academy at Annapolis in 1905 with honors. He stood near the top of a class of 250 midshipmen.

TAXICAB A TORCH.

Vehicle Takes Fire in Seventh Avenue and Gasoline Tank Bursts.

LOUIS STANLEY, who has a taxicab stand in front of a restaurant at Seventh avenue near West Twenty-fifth street, motioned a couple coming out of the restaurant to a waiting cab and directed John J. Kilgallon, the chauffeur, to start ahead shortly after 8 o'clock last night. The automobile had gone only a block when there was a sharp backfire explosion and the taxi began to burn at the rear.

The two passengers jumped out and hurried away. The fire increased and Policeman Cody of the new West Twenty-second street station telephoned for a hose wagon. While he was doing it somebody in the crowd said that the best way to extinguish a burning taxicab was to turn it over. Volunteers did this with a result that the gasoline reservoir burst and what had been a small blaze became a spectacle that lit up the street for blocks.

By the time the firemen got there the gasoline had spread along the pavement and was burning for fifty feet. They extinguished the flames with water from a nearby building in course of erection. By means of the sand and a small stream of water the fire was soon put out but not before every combustible part of the taxicab was destroyed.

LUSITANIA MAKES IT.

Three Trips Across the Atlantic in Twenty Days.

The Cunarder Lusitania, which anchored in Quarantine this morning, finished the unprecedented season of making three trips across the Atlantic within twenty days, covering more than 10,000 miles. She has succeeded thus in getting back on her schedule, broken by the British strike, which tied her up in Liverpool more than a week. She sailed from Liverpool on August 27, got here on Saturday, September 2, stayed in port coaling and otherwise preparing for the eastward trip just 32 hours and 10 minutes and cleared the bar in the evening. She arrived in Liverpool, skipping Fishguard, on September 9, stopped there two days, or until September 11, and sailed on the trip she completed last night. Her actual sailing time over the 10,000 mile route is about seventeen days, which some of the old time liners consumed in making one trip.

Among her passengers are Secretary of the Navy Meyer, who has been looking into shipbuilding and naval plants abroad; Judge Gary of the United States Steel Corporation and Archbishop Sean Raptiste Pitavel of Santa Fe.

LIEUT. RODGERS GOES FLYING.

Sails in Biplane From Near Washington to Father's Back Yard.

HAYES DE GRACE, Md., Sept. 16.—Lieut. John Rodgers, instructor of aviation at College Park, reached the home of his father, Admiral John A. Rodgers, near this city, this evening in a Wright biplane after a successful flight from College Park, near Washington.

The Lieutenant started at 10 o'clock this morning on a made one stop at Pimlico race course, in Baltimore, for gasoline. At 6:40 this evening a landing was made in the back yard of his father's home. Lieut. Rodgers will remain here over night and will leave to-morrow for New York, weather permitting.

560 DAYS FOR SELLING VOTE.

Ohio Convict Must Serve a Year and Work Out \$500 Fine.

CINCINNATI, Sept. 16.—Virgil Benner was received at the city workhouse to-day from Scioto county to serve a sentence of one year and work out a fine of \$500. Benner was convicted of selling his vote. He will have to serve 560 days to make up the sentence and fine. He was put to work in the brick factory.

ROBBERS MURDER PAYMASTER

COAL CO. OFFICIAL SHOT DEAD AND \$5,000 STOLEN.

PITTSBURG, Sept. 16.—David Steen, 30 years old, a paymaster for the Pittsburgh Coal Company, gave up his life to-day in an attempt to protect \$5,000 of the company's money.

Armed robbers shot him dead in his buggy in a lonely country road and attempted to kill his aged father. A satchel containing the pay of several hundred miners in the Pittsburgh district was taken.

To-night bloodhounds and armed men are searching for the murderers, who are thought to have hidden themselves in an abandoned coal mine.

Three men, one carrying a rifle, committed the crime. The younger Steen was shot dead before he could fire a shot. He was reaching for his revolver that lay in a holster at his side on the buggy seat when two bullets struck him.

County and city detectives, farmers and township police are searching the woods around Woodville, where the crime was committed. A force of State constabulary is being rushed here from Greensburg to take up the hunt. The Pittsburgh Coal Company has offered a reward for the arrest of the murderers.

In many respects the robbery was similar to the Ferguson murder in 1904. Steen and his father, W. J. Steen, were in a buggy, with the pay satchel in the rear. As the younger Steen was shot his father cut the horse with a whip and the plunge of the animal probably saved the old man's life, as rifle shots intended for him went wild.

Steen and his father left Carnegie about noon. As they neared an abandoned mine three men leaped from a thicket and demanded that the occupants of the buggy throw up their hands. The younger Steen made a grab for his revolver, but too late.

The elder Steen lashed the horse and the animal plunged down the road. The men fired again, but the bullets missed. The third man had taken the satchel in the meantime.

Attached at the County Home, which is within hailing distance of the scene, heard the shots and hurried down the road. The younger Steen was dead when they met the buggy and the father was bending over the body. The bandits had escaped.

County detectives and officers from this city at once took up the trail. Bloodhounds owned by County Detective Robert McMillan took the noses over the hills to a number of abandoned coal mines, and it is thought that the robbers are somewhere in hiding in one of the old workings.

Farmers reported that a short, stockily built man was seen limping toward Bridgeville about an hour after the crime was reported. One posse was sent in that direction to head him off. County Detective Chief Hunt is having the entries into all the abandoned mines watched.

Steen was one of the youngest but best known officials with the big combine. For years he had driven along the Allegheny county roads with miners' pay.

Suspicion has been directed against foreign miners who were discharged recently. The murderers knew the Washington county police have been notified, as two of the robbers are reported to have headed in that direction.

STAR BEHIND THE COUNTER.

Director of the Odeon Discovers Mile Navarra, a Lyons Saleswoman.

PARIS, Sept. 16.—A leap from behind the counter of a novelty store at Lyons to the stage of the Odeon, one of the Government theatres in Paris, is the stage sensation of the week. The heroine is Mile Navarra, who was never before a professional.

Andre Antoine, who is a director of the Odeon, happened to see her in an amateur performance given this summer by some society and spoke of her work in the highest terms. Mile Navarra wrote to Mr. Antoine, asking him if it were true that he had admired her work. He replied that he had and offered her an engagement at the Odeon.

Mile Navarra arrived there this week in the simple black costume of a shopgirl. Antoine saw her again and was convinced that she should be a star. She will be presented to Paris this winter.

HELD FAR DOWN IN MINE.

Three Men Imprisoned by Caving 350 Feet Below Surface.

LEADVILLE, Ohio, Sept. 16.—A note scrawled on a bit of wood attached to the hoisting cable in the Morning Star mine this afternoon that three Finnish miners were entombed 350 feet below by a caving of the shaft.

The collapse happened about 10 o'clock this morning, but those above did not know of it until in response to the ringing of the signal bell the engineer started the hoisting machinery. Attached to the end of the broken cable when it reached the mouth of the shaft the note was discovered.

LEAP FROM PIER TO SAVE GIRL.

Atlantic City Visitor Goes Overboard in His Clothes and Prevents Suicide.

ATLANTIC CITY, N. J., Sept. 16.—Frank H. Sykes of Philadelphia rescued Miss Bertha Lieb, 23 years old, of 1927 Atlantic avenue, this city, after she had jumped from Heinz's Pier this afternoon. She had strolled over to the railing and after watching the breakers for a few minutes had thrown herself into the water.

The current was carrying the girl away from the pier when Sykes, who was on the Boardwalk with a companion, heard the commotion. He pushed his way through the crowd and vaulted over the rail with all his clothes on. When he reached the girl she was too far gone to resist, though she meant to drown herself. He held her up until the life guards came. She was taken to the City Hospital to be revived.

WALTER HACKETT TO MARRY.

Playwright and Marian McDougall Get a New Jersey License.

Walter Hackett, the playwright, and Marian McDougall went to the office of the Board of Health and Vital Statistics in Jersey City yesterday and took out a marriage license.

Mr. Hackett lives at the Hotel Carlton, at 208 West Fifty-fourth street. He said last night that the time for the wedding had not been set yet.

Mr. Hackett collaborated with F. Marion Crawford in the writing of "The White Birch," in which Viola Allen played, with Owen Kidare in "Regenard," and with Eugene Walter in "Boots and Saddles."

PERCHED ON VENUS DE MILO.

Louvre Watchman Seeks Safety From Police Dogs—Alarm by Night.

PARIS, Sept. 16.—A rumor flashed through the city to-night that thieves had been discovered in the Louvre.

The police hearing an uproar in the museum dashed in. They found the vicious police dogs that have guarded the treasures since the "Mona Lisa" disappeared barking at a watchman, who was seeking safety on the shoulders of the Venus de Milo.

The only thing that saved the watchman was the fact that the dogs were muzzled. Parisians have been assured that there was no theft this time.

JURY PROVED TO BE WRONG.

Prisoner After Acquittal Tells Court He Was Guilty.

SEATTLE, Wash., Sept. 16.—After the jury in the grand larceny case of the State against John Faletti had brought in a verdict of not guilty in Judge Wilson R. Gay's branch of the Superior Court the court in astonishment told the jury that the man was plainly guilty. Then the prisoner, who had fought the case desperately, arose and assured the jury that the judge was right.

"I appropriated the \$150," he said. "I needed it."

Faletti left the court room a free man.

SAYS JAPAN IS OUR FRIEND.

Ambassador O'Brien in San Francisco on His Way to New Post.

SAN FRANCISCO, Sept. 16.—Ambassador Thomas J. O'Brien, who for four years has represented the United States in Japan, arrived to-day on the Japanese liner Shin Yu Maru on his way to Washington. Mr. O'Brien has been transferred from Tokyo to Rome, where he will succeed Lloyd Griscom as Ambassador to Italy.

"Relations between the United States and Japan are most friendly and cordial, and there is no reason why they should not continue so," Mr. O'Brien said. "The United States has a good friend in Japan. That nation's most sincere desire is to perpetuate friendly and commercial relations with this country. The Japanese as a people, as well as the Japanese nation, are taking great interest in the coming exposition here and propose to take advantage of the opportunity to show the wonderful progress Japan is making."

VIENNA FOOD PRICE PROTEST.

Socialists Plan a Sunday Demonstration—Government Alert.

VIENNA, Sept. 16.—Two hundred thousand Social Democrats will hold a demonstration here on Sunday with relation to the increased cost of living.

The Government is taking precautions against trouble and has ordered the garrison of Vienna to be in readiness to act at once.

AERO CAUSES RUNAWAY.

Nag Tries to Keep an Eye on Flier Up Aloft and Dashes into Curbside.

George A. Keeney of 405 Sterling place, Brooklyn, was driving a horse that had been broken to aeroplanes along the Ocean Boulevard yesterday afternoon when the animal cooked an eye aloft and dashed a machine in which Claude Grahame-Smith was circling. The horse tried to run and at the same time keep an eye on the sky skipper. As a result the buggy in which Mr. Keeney and his wife were riding was smashed against the curb and overturned.

Mrs. Keeney's back was badly strained and bruised. Her husband escaped unhurt. Mrs. Keeney was attended by a doctor from the Coney Island Hospital as she went home after learning that Mounted Policeman Smith, whose horse isn't aeroplane shy, had caught the runaway.

8 KILLED, 14 HURT

IN AUTO RACE WRECK

Car Gets Away From Lee Oldfield's Control and Dashes Into a Crowd.

STRACUSE, Sept. 16.—A racing automobile driven by Lee Oldfield crashed through the fence at the turn into the backstretch at the State fair grounds late this afternoon and threw itself into the crowd of spectators. Eight persons were killed and fourteen were injured. Two of the injured are expected to die; the injuries of two others, including Lee Oldfield, are considered serious.

ACCIDENT AT STATE FAIR

Oldfield Was Driving Another Man's Car and Was Near Completing 50 Mile Race.

The dead are: CHARLES E. BALLANTYNE, clerk, Trust and Deposit Company, Syracuse; CLAUDE HAMELL of Hammond, N. Y. (name found on letter in pocket); S. B. ARNOLD, Stracuse, died in ambulance; FRANK SLATTERY, stableman, Stracuse, N. Y.

Unidentified man, postal card on body addressed to Rose Myers, Arabia, N. Y. Unidentified boy, 11 years, head severed. Two unidentified men.

The injured are: FRANK FUNK, Fairleyville. Injuries about the head and both legs broken; will die. WILLIAM SHARKEY, Stracuse; driver for American Express Company, internal injuries and believed to be dying. LEE OLDFIELD, automobile driver, serious. REGINALD J. VERRETTE, Stracuse, seven years old, son of Joseph A. Verrette; right arm broken in two places.

Man known as Pete the Greek; serious. CHARLES DOOLEY, living in West End, Stracuse; fractured ribs. WILLIAM MCCLAUGHLIN, Solvay Process Company; fractured pelvis and skull. Mrs. ANNA YOUNGER, Stracuse; broken leg.

H. R. BRADLEY, Franklin; fractured pelvis, at Hospital of the Good Shepherd. NELL HELPIN, Lakeland; injured internally. WILLIAM MINER, Stracuse; left leg broken. GLENN ROSS, Stracuse; internal injuries. DAVID HOBBS, Stracuse, who had two boys with him who are missing. LAWRENCE BOTTEMER, Canton, Ohio; injured internally; will recover.

The accident occurred in the fifty mile race, the big event of the day. Fully 50,000 spectators crowded the stands and the enclosure about the track. Oldfield, who was driving a Knox car in place of Fred Belcher, was turning into the backstretch on his forty-second mile and was just ahead of De Palma, when a rear tire on the Knox exploded. An instant later the machine was splintering its way through the fence and ploughing into the men, women and children massed a dozen or so deep behind it.

Those in the grand stand heard the report of the bursting tire and saw a cloud of dust rise. The spot where the accident occurred is practically opposite from the grand stand and every one on the grounds was watching the close fight between Oldfield and De Palma. There was a moment bordering on panic and then the official announcer through his megaphone shouted that no one had been injured seriously. The race went on.

Those who were crowding to get nearer the fence on the turn ran back in panic, and then as the bodies of the dead and injured were tossed into the air and the car had burrowed into the ground and stopped itself further on they ran forward again and picked up those who were lying on the ground. The body of a little girl was picked up and carried to a nearby barn, then the body of a boy, then of a man.

The injured were laid out on the grass and physicians from the crowd began administering to them. The police, whose action had been delayed by the announcement that no one had been hurt badly, began telephoning to the hospitals for ambulances, and patrol wagons were sent for to carry away the dead.

It is a long run from the hospitals to the fair grounds, which are outside the city. Before the ambulances arrived one of the injured who was being attended by volunteers in the enclosure died. He was about 70 years old and is still unidentified. He wore corduroy trousers and a black shirt.

When the truth of the accident reached the crowds on the grand stand side of the track there was a rush across the enclosure. The race had continued in spite of the protests of many about the judges' stand. Foran Wilkinson, secretary of the Automobile Club of Syracuse, then took a hand and on his order Fred J. Wagner, the starter, stopped the race.

De Palma, who escaped colliding with the Knox car as it swerved only by the smallest margin, was ahead when the race was called off. One of De Palma's tires exploded just as he was slowing down.

The Woman's Building at the fair grounds was turned into a temporary hospital and nurses and physicians were installed.

Lee Oldfield is one of the men in the stable of racing drivers run by Ernest A. Moros, the promoter, who has also Bob Burman, Billy Knipper, Cyrus Patschke and H. J. Kilpatrick to pilot his racing cars. Oldfield is not